

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 3:56 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 362 Const Calendar Day: 72 Date: 15-Aug-2012 Wednesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 06:50 AM 06:45 PM Break: 00:30 Over Time: 03:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

Load Transfer Activities

Overview of Cable work today:

The following work was ongoing today on the Cable:

- Continuation of load transfer (LT) Step 1a
- Installation of suspender jacking equipment
- Installation of equipment for the jacking of the jacking saddle
- Measuring of cable band bolts

I was inspecting Gary Anderson's crew LT suspender jacking on the South cable & other misc work. See below for a list of labor for these crews, & for details of the work performed. Also, see the diary of Sami Daouk since he was also inspecting the suspender jacking on the South cable. Others (S. Daouk, B. Brignano, Victor Altamarano, Alex Schmitt, L. Woo) were inspecting the LT suspender jacking on the North cable, installation of jacking saddle equipment, & the cable band bolt measuring. See their diaries for details on this work.

- I arrived at the pier 7 office at 06:50, & was on the bridge at 07:00.
- From 07:00 until 08:00, Gary's crew was doing misc work around the suspenders (running up the nuts on suspender jacking rods at various PPs, ensuring the platforms will not interfere with the suspender jacking rods, etc).
- From 08:00 until 09:00, Gary's crew was jacking on the suspender at PP70S. They jacked down to the remaining jacking length (RJL) per step 1a of the LT plan.
- From 09:00 until 09:45, Gary's crew was jacking on the suspender at PP82S. They jacked down to the remaining jacking length (RJL) per step 1a of the LT plan.
- From 09:45 until 11:30, Gary's crew was doing misc work around the suspenders (running up the nuts on suspender jacking rods at various PPs, ensuring the platforms will not interfere with the suspender jacking rods, etc).
- From 11:30 until 12:40, Gary's crew was jacking on the suspender at PP94S. They jacked down to the remaining jacking length (RJL) per step 1a of the LT plan.
- From 12:40 until 13:00, Gary's crew was jacking on the suspender at PP50S. They jacked down to the remaining jacking length (RJL) per step 1a of the LT plan. - Note: this suspender was jacked a portion of the step 1a displacement yesterday. They completed the step 1a jacking today.
- From 13:00 until 14:00, since all of the step 1a jacking was now completed, we went back to get the final pressures at each step 1a PP. They came up on the jacks until the nuts broke loose, & then the pressure was recorded.
- From 14:00 until the end of the shift, Gary's crew was doing misc work around the suspenders (running up the nuts on suspender jacking rods at various PPs, ensuring the platforms will not interfere with the suspender jacking rods, etc).



Daily Diary Report by Bid Item

Job Name: 04-0120F4 **Inspector Name** Wright, Doug **Diary #:** 362 **Date:** 15-Aug-2012 **Wednesday**

- From 14:30 until 15:00, I walked along the length of the bridge to check each suspender bracket & socket on the South cable to check for any issues (damage, slipped friction clamps, etc). No issues were noticed.
- From 15:00 until 16:00, I walked the South main-span & the South side span to check to any issues (suspender slippage, suspender rubbing on hard edges of the catwalk, etc). The only issue noticed was that the downhill suspender at PP90S appeared to have shifted slightly. This is based on previously marked inspection lines between the suspender ropes & cable bands. However, when I checked the suspender center mark alignment, it appeared to still be aligned with the cable band top groove.
- From 16:00 until 16:30, I did an inventory of each of the suspender brackets along the South cable to check for areas on the bottom flanges under the shims (not yet installed) that have received a finish coat of paint. Warren Collins wanted these areas checked because they may be a bearing surface, & therefore be prime coated only. The PPs where the bottom flanges near the anchor rod holes were finish coat painted included: PP10S, PP24S, PP52S, PP54S, PP56S, PP62S, & PP66S. See attached photo of one of these areas which is typical of most of those PPs listed above. I emailed this photo & list of PPs to Warren.
- At 16:40, I left the bridge.
- From 17:00 until 17:45, I compiled the suspender jacking data collected today on the South cable, & emailed it to Roman Granados & Warren Collins.
- From 17:45 until 18:15, I wrote my diary for the day & checked email.
- From 18:15 until 18:45, I met with Roman to update him on the field work today, & to discuss issues that were discussed in today's Cable Acceleration Team meeting.

04-0120F4 Bid Item: 067 C-SUS-BGS.067 Attach BG Lifts to Suspenders

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	JOSE ALFARO	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	ETHAN KENT	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	STANLEY DALIE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	HAYES BATISTE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	GEN	GARY ANDERSON	8.00	2.00	0.00	10.00		<input type="checkbox"/>

Attachment



Portions of the suspender bracket bottom flanges coated with finish paint